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DATE OF INFO. 25X1 SUPPLEMENT TO REPORT NO. 25X1

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The MOSCOW-FILI (37°29'E/55°46'N) test field was located about 2 miles southwest of the Central Airport, west of the Moskva River.
- 25X1 2. The field was about 5,500 x 2,000 feet. The east-west concrete runway was about 5,000 x 135 feet. Four hangars were standing side by side on the southern edge of the field, each being about 330 x 165 feet.
- 25X1 3. From 20 to 30 twin-engine aircraft took off at irregular intervals every day, two types of aircraft were observed:
- a. Presumably transport aircraft with noticeably high single rudder assembly; equipped with nose and tail wheel; retractable landing gear with twin wheels under the engines; wings set at lower third of fuselage with slight dihedral; several windows on each side; half-view cockpit in nose.
- b. Presumably bombers.
- 25X1 4. The aircraft were pushed out of the hangars for the take-off. They flew some circles over the field and were then taken back to the hangars.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008

**Comment:** Report reveals good observation. No clear picture of the two types of aircraft built in the MOSCOW-FILI Aircraft Plant No. 23 could be obtained from previous information. Although the descriptions were contradictory, the TU-2 was considered to be the most likely type in production there. The aircraft described in para 3a is definitely the IL-12, whereas the aircraft mentioned in para 3b cannot be identified. Report cannot, however, be taken as a confirmation that the IL-12 was actually built in Plant No. 23, since the occupation of the field by an air transport unit is also possible.

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